\$481,536.55

\$481,536.55

## WHEAT IS LOWER FOR NEARBY DELIVERIES

September Liquidation and Warmer Weather in Northwest the Chief Influences-Corn Advances on Firmer Cables.

y, legitimate dealings. This, was the bugbear that hung market. Nevertheless, the

increase in the world's available supply—2,209,000 bushels, against 7,276,000
bushels a year ago.

Furthermore, advices respecting the
crop in Russia continue unsatisfactory,
and comparatively light exports from
that country were predicted. In addition, reports from Germany were unfavorable, crops of all kinds there
being short, owing to the protracted
drought and extreme heat during the
summer. Afterwards the weakness
was partly attributed to a favorable
change in the weather in Canada, the
temperature rising rapidly, and hence
there was a subsidence of the frost
scare.

Late in the week wheat was somewhat firmer, and especially the distant
deliveries, which were bought by sell-

not considered a real menace. In a word, it is expected that all of the wheat tendered on contracts on and after the first will be promptly taken back again by the large operators who control practically all of the wheat there. Apparently the big premium ruling for December contracts would warrant such an outcome. Consequent, ly unbassed traders anticipate a healthy and more satisfactory state of affairs as soon as the September deliveries are out of the way.

At the outset the downmard tendency was checked, and even a fractional advance established momentarily because of continued unseasonably cold weather in Canada, and advices from reliable sources, ascerted that there was bound to be much deterioration. Temporary steadiness was also caused by the light primary receipts and the insignificant increase in the visible supply, only 565,000 bushels a year ago. Then, too, cable advices were somewhat encouraging, European markets being influenced by the insignificant increase in the world's available supply—2,209,000 bushels, against 7,225,000 bushels a year ago.

Furthermore, advices respecting the Furthermore, advices respecting the formard and the insignificant increase in the world's available supply—2,209,000 bushels, against 7,226,000 bushels a year ago.

Then control practically all despets of elivery on contracts to that followed at wear ago, when nearly all distributes to arrive bought to Features of the Corn Market.

Early in the week corn was decidedly strong, as receipts were light at all Western points, excepting Chicago, while the domestic and export demand was fairly spirited. A decidedly large percentage of the corn moving represents purchases made throughout the interior by a large elevator concern for delivery on September contracts in Chicago. Virtually all dealers of experience declare that they do not recall a time when the export demand for corn was so animated at such comparatively high figures. Ordinarily, the demand has been extremely light when prices passed 60 cents. Never-

### Crushed Under Machine



# PRICES OF COTTON MOVE ERRATICALLY

Trading Luring Past Week Very Irregular and Unsettled, Chiefly Due to Conflicting Crop reports and Uncertain Weather.

Tracing Luring Past Week Very Irregular 3 mg.

Tracing Past Week Very Irr

### IRON AND STEEL REVIEW

New York, September 8 .- In the steel trade two points stand out prominently—a normal volume of business in the face of discouraging developments and low pelces for finished products, the lowest in years, and in some instances the lowest since 1839.

Competition is keen because of the excess mill capacity, but the low prices stimulate consumption, as most of the orders placed are accompanied by specifications.

The greatest activity last month was in structural and fabricated steel and wire products, but the stand for higher prices on fabricated structural material last week checked the placing of contracts, which aggregated only 17,000 tons.

Orders for railroad equipment are still far below normal, bridge contracts in August being only about one-third of the total orders placed—130,000 tons. The August orders for railroad cars aggregated 9,132; of locomotives, 200, while rail contracts aggregated 150,000 tons.

tons.

No large building orders were placed last week, but John McCall was the lowest bidder on the general contract for the convention hall at Philadelphia, requiring 11,000 tons of steel shapes.

The volume of business in pig from was 19th, and keener competition for business at the end of the month brought about some concessions in prices. The total orders placed in August, however, were surprisingly large —375,000 tons—including 100,000 tons of Southern tron, sold early in the month at minimum prices.

Drowns Before Companions Can Reach Him.

boys, Barkley left his home in Salis-

### ORGANIZED 1865. Virginia State Insurance Company,

(FIRE) RICHMOND, VA.

Abstract from Statement of Condition, June 30, 1911.

Bonds	\$143,045.00	ä
Richmond Bank Stocks	116 647 00	
Other Stocks	1 200 00	
Real Estate (unencumbered)	135 250 00	
Agents balances in course of collection not more	19,402.20	
than ninety days' due	42,521.97	
Accrued interest	4,151.57	
ninety days' due	2,675.04	
Due from Insurance Companies	3,012.11	
Cash in Bank and Office	13,631.66	

### LIABILITIES.

Reserve for reinsurance .... Reserve for unpaid losses and losses in process of adjustment Reserve for Accrued Taxes and other contingencies. 

 Capital
 200,000.00

 Surplus above all liabilities
 41,439.54

Gain in Surplus Since Annual Statement, \$7,174.19

# Choose

This Bank for its ability to serve you. Loans on Real Estate and Approved Collateral.

Business, Personal and Savings Accounts solicited.

3% Interest Paid on Savings BANK OF **COMMERCE & TRUSTS** 

Capital and Surplus, \$325,000

# Result of Energy

A BANK strong in its resources, conservative in its management, progressive in its policy, with ample capital, modern equipment, splendid organization, officers of experience, and a strong directorate.

Thousands of customers have found our services entirely satisfactory and do not hesitate to recom-mend us to their friends. Your patronage is solicited.

# First National Bank

Richmond, Virginia

Capital and Surplus, \$2,000,000.00

JNO. B. PURCELL, Pres. JNO. M. MILLER, JR., Vice-Pres. and Cashier FRED. E. NOLTING, Vice-President

### Rauroads.

Richmond, Fredericksb'g & Potomac R. R. TO AND FROM WASHINGTON AND BEYOND.

(4.16 f. M. Elba Station. \*9.40 P.M. Hain St. Sta. \*5.16 P.M. Main St. Sta. \*11.05 P.M. Main St. Sta. \*8.20 P.M. Byrd St. Sta. \*12.50 night Byrd St. Sta. ACCOMMODATION TRAINS - WEEKDAYS. Leave Byrd St. Sta. 1.20 P. M. for Fredericksburg Leave Elba Sta. 7.50 A. M., 6.30 P. M. for Ashland Arrive Byrd St. Sta. S.25 A. M. from Fredericksby & Arrive Byrd St. Sta. S.25 A. M. from Fredericksby & Arrive Biba Sta. 6.30 A. M., 6.30 P. M. from Ashland

\*Daily, †Weekdays. ¿Sundays only, All trains to or from Byrd Street Station (except trains leaving 5.30 a. m. and arriving (12.50 night) stop at Elba. Time of arrivals and departures not guaranteed. Read the signs.

Norfolk and Western Railway ONLY ALL RAIL LINE TO NORFOLK
Schedule in Effect May 14, 1911
Leave Byrd Street station, Richmond, FOR
NORFOLK: b5:10 A. M., 25:00 A. M., 25:00 P.
M., 4:10 P. M., b7:00 P. M.
FOR LINCHBURG AND THE WEST:
6:15 A. M., \*10:00 A. M., 25:00 P. M., \*9:20
P. M. \*6:15 A. M., \*10:00 A. M., a3:00 P. M., \*9:20 P. M.

Arrive Richmond from Nerfolk. a11:46 A. M., \*6:25 P. M., bl0:25 P. M., \*11:30 P. M. From the West: \*6:55 A. M., \*2:00 P. M., b5:15 P. M., \*6:05 P. M., \*0:00 P. M.

\*Daily. aDaily ex. Sunday. bSunday only. Pullman Parlor and Sieeping Cars. Care Dining Cars. C. H. BOSLEY. D. P. A., Richmond, Va. W. B. BEVILL, G. P. J., Soenoke. Va.

Richmond & Petersburg Electric Railway 11:00 P. M. for Chester, 12:00 midnight for Petersburg.

Cars leave Petersburg, foot of Sycamore Street, for Manchercer:
15:15, 6:35, \*\*7:15, \*\*7:35, 8:35, 9:25, \*\*10:35, 11:25

A. M., 12:35, \*\*1:35, \*\*2:3, 2:25, \*\*2:5, \*\*1:35, 5:25, \*\*2:5, \*\*1:3

ROHMOND AND CHESAPEAKE BAY

Keysville Local. 11:th P. M.—Daily—Limited
—For all points South. Pullman ready at 2:35
P. M. YORK PIVER LINE.

4:20 F. M.—Ez. Sun.—T. West Pt. connecting for Dailimore Mon. Wed. and Fri. 6:00
A. M.—Ex. Sun. and 2:15 P M.—Mon. Wed.
and Fri—Local to Vest Point.

TRAINS AI SIVE RICHMOND.

From the Jouth: 4:50 A. M., 8:56 P. M. RICHMOND AND CHESAPEARE BAY

OPEN 9 A. M. TO 5 P. M.

The officers and directors of this bank are men of the highest stand-

Manchester National Bank

### National Bank of Virginia Capital, - \$1,200,000

Surplus, - \$ 600,000 Accounts solicited Ninth and Main Streets

We pay three per cent, com-

pound interest on savings accounts.

# Commonwealth Bank

Mauroaos.

Chesapeake & Ohio Railway

Chesapeake & Ohio Railway

148 A.—Locai.—Daily—Newport News.

18:30 A.—Locai.—Daily—Chville. Ex. Sun.

Thurmond.

19:00 A.—Experss—Baily—Chinle, Old Point.

19:00 A.—Experss—Daily—Chinle, Clo Point.

19:00 A.—Experss—Daily—Chin. Liville.

19:00 P.—Experss—Daily—Chin. Liville.

19:00 P.—Locai.—Daily—N. News. Old Point.

6:15 P.—Locai.—Ex. Sunday—Cordonsville.

5:16 P.—Locai.—Ex. Sunday—Ching. Natural

6:15 P.—Locai.—Ex. Sunday—Ching. Natural

6:15 P.—Locai.—Ex. Sunday—Ching.

7:100 P.—Limited—Daily—Chestinati, Chicago.

11:00 P.—Experss—Daily—Chininati, Liville.

Nespers. [Parlor cars.

TRAINS ARRIVE RICHMOND—Local from
East: 1:28 A. M., 7:50 P. M.

Local from West: "8:30 A. M., 9:50 A. M.

and 7:16 P. M. Through 7:00 A. M., 9:15 P. M.

James River Line: "8:55 A. M., 5:15 P. M.

James River Line: \*\*8:25 A. M., 5:15 P. M. \*\*Daily except Sungay.

NORFOLK SOUTHERN

LV. Norfeik; '8:18 and '8!1 A. M., '9 P. M., for Eastern Caronna and the Bouth. Lv. Raleight: '8:18 A. M., 18 and '9:18 P. M., for Eastern Carolina and Nerfolk. Pullman Sleeping. Cars between Norfeik. Raleigh; 'also Goldsboro and Norfeik. '9) Kily 'ny Ex. Sun. C. D. LEGRANDE, G. A., 'American Natione. Bank. 'Phone Monroe 18tl. Richmond. W. W. CROXTON, G. P. A., Norfeik, Va.

SEABOARD AIR LINE.

Southbound trains scheduled to leave Richmond daily: 9:10 A. M.—Local, to Norlina 1.70 P. M.—Sleepers and coaches, Cirina Sirmingham, Savannah, Jacksonville and Fiorida points 9:50 P. M.—Sleepers and coaches, Accanes, Savannah, Jacksonville and Piorida points 11:13 P. M.—Sleepers and coaches, Actants, Birmingham, Memphis and the Southwest. Northbound trains scheduled to arrive in Richmond daily; 5:23 A. M., 7:23 A. M., 5:65 P. M., 5:60 P. M.

Virginia Trust Company

Capital One Million Dollars